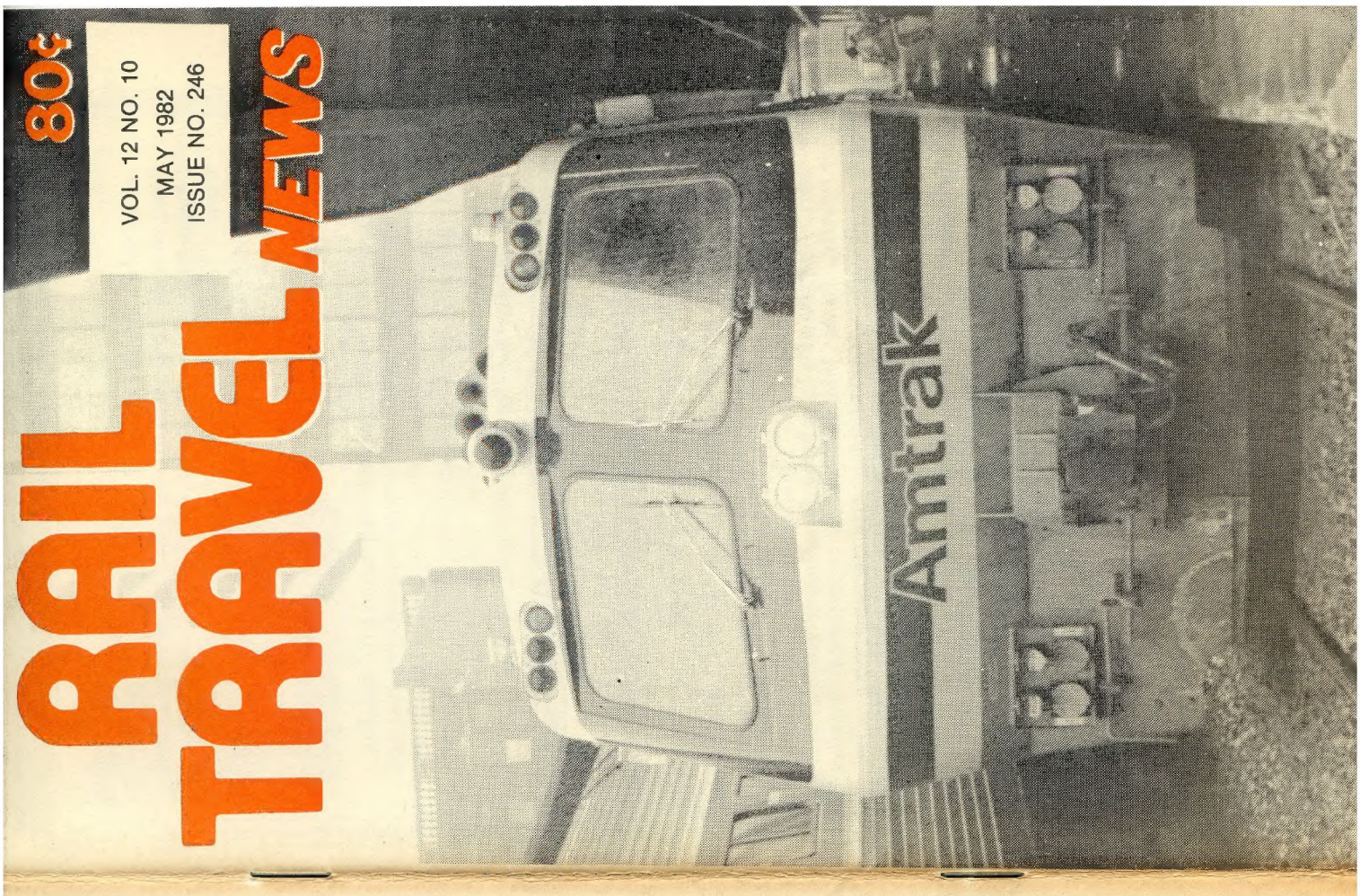
80¢
VOL. 12 NO. 10
MAY 1982
ISSUE NO. 246

RAIL TRAVEL NEWS



FROM: P. O. Box 9007
Berkeley, CA 94709 USA

FIRST CLASS
U. S. POSTAGE
PAID
PERMIT NO. 1083
BERKELEY, CA.

AMTRAK
AMERICA'S GETTING INTO TRAINING

To:

comp

FIRST CLASS

RAIL TRAVEL NEWS
P. O. BOX 9007
BERKELEY, CALIFORNIA 94709

Subscribe Now
(two issues a month)

Send RTN for _____ year(s) at $19 per year or $9.50 for six months. My remittance is enclosed. This is: a new___; renewal/extension___; gift___subscription.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Ted and Sylvia Blishak, owners of Accent on Travel, are frequent RTN contributors.
Accent on Travel holds Amtrak's "Golden Spike Award" for high ticket sales.

DON'T DIAL AMTRAK! Dial Ted and Sylvia Blishak at (415) 326-7331 for your reservations and AVOID BUSY SIGNALS AND "HOLDS"! Low fares for families, handicapped travelers, senior citizens. We also sell Britrail and Eurail passes, cruises, and air tickets.
Call "The Railfans" at Accent on Travel, 1030 Curtis Street, Menlo Park, California 94025. (415) 326-7331.

ON THE COVER

An Amtrak LRC train at Boston--Corridor train 155, the SHORELINER--in early April. LRC engine #38 heads the southbound train, which also includes three LRC coaches and an Amcafe car. Photo by Peter Bretz. Pete reports on a ride on this train and others in this issue.

(Rear cover:) A portion of a large Amtrak Superliner ad which has appeared in newspapers recently. Further information on this ad is given in the Mixed Train of Thoughts section.

Carl Loucks

. . . . SELLING RAILROAD TIMETABLES

Employee Timetables, Public Timetables, Brochures, Guides, Postcards, Tickets, a full line of transportation paper items. New catalogue issued monthly. Send Stamped Self Addressed Envelope for latest list and specials.

199 Wayland St., Hamden, CT 06518

OLD MAP KIT

Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. **Stamp for catalog.**

The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

Rail Travel News, Vol. 12, No. 10. May, 1982. Whole number 246.

Copyright © 1982 by Message Media.

Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $19.00 per year; single copy 80¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

STATEMENT BY AMTRAK PRESIDENT ALAN BOYD ANNOUNCING NEW LABOR AGREEMENTS, MAY 27

The National Railroad Passenger Corporation and the leadership of six major rail labor organizations have just signed precedent-setting new labor contracts that signal a new era of mutual labor-management cooperation and progress.

Over the last several years, Amtrak has become the sixth largest intercity public transportation company in the United States. Equipment is new, service is improved, ticketing and reservations systems are the industry's most modern, and train reliability is the best in over ten years.

The very significant progress noted here today will make possible an ongoing stability of rail passenger operations due in large measure to the foresight of these labor leaders. When combined with the political and financial support Congress has already provided the Corporation, these arrangements significantly improve the sound business footing needed by any transportation mode. In turn, they will lead to more progress in terms of improved productivity, cost-effectiveness, and the efficient use of the federal support rail passenger service still relies upon.

From the outset of these negotiations, it has been clear to both labor and management that they had to address changing conditions in the industry. Both sides recognized that management had to become more flexible and creative, and everyone more productive and cost-effective. The continuing stability of rail passenger service will allow both sides to meet these goals.

Three principal ingredients make these new labor agreements unique in the rail industry.

FIRST. Labor will have a clearly-defined involvement in the management of the nation's rail passenger system thru the formation of a joint labor/management productivity council. The council goes way beyond the traditional suggestion-box approach which characterizes so many labor/management communications systems.

SECOND. Railroad management and labor have come to terms with the need for more cost-effective rail passenger operations. Labor has taken the lead in holding down wage increases in these agreements below levels already negotiated with the nation's freight railroads.

AND THIRD. Labor work rules have been modernized. These agreements clearly demonstrate that not only is high-quality labor indispensable to smooth, efficient operations, but that modern, flexible work rules permit the labor force to make optimum use of its broad range of skills. Management, for its part, is declaring its willingness--and its enthusiasm--for involving labor spokesmen or leaders in some formerly closely held areas of decision-making and direction of the work force.

Combining these elements won Amtrak management and labor more than just a new degree of stability. It ensured the company's ability to grow and meet the escalating demand for efficient intercity passenger service.

These precedent-setting agreements show what can be done with a mutual commitment to the health and well-being of rail passenger operations, and they serve as a standard for cost-effectiveness in the future.

Many Amtrak employees, both labor and management, have worked long and hard to make America's passenger rail system stronger, better, and more efficient. Their personal commitment to this transportation mode is embodied in these contracts and the spirit of cooperation and compromise they reflect.

This is the first time that Amtrak has bargained directly with the unions and marks the beginning of a recognition that passenger service has managerial and work force requirements that are vastly different from those of freight railroads. A new productive partnership between labor and management at Amtrak begins today--and the benefits to both will mean not only stability of our system but the kind of growth that will respond to market demand.

GRAHAM CLAYTOR WILL SUCCEED ALAN BOYD AS AMTRAK PRESIDENT

The search committee of the Amtrak Board of Directors interviewed 30 candidates and settled upon W. Graham Claytor, Jr., former president of Southern Railway, for the presidency of Amtrak. Claytor will take over the job on July 3--Alan Boyd's term ends at the close of business on July 2. Claytor, 71, was called the "best possible choice in America" by Boyd at a press conference accompanying a special Amtrak Board meeting on June 10, at which Claytor was elected president. At the press conference, Transportation Secretary Drew Lewis said he had "somewhat mixed emotions"about the changeover at Amtrak: "First, I think Alan Boyd has done an outstanding job; nonetheless, we're very fortunate that with Alan's departure, Graham Claytor is available and will be able to continue to guide the future of Amtrak." See Quotes of the Week, page 19, for remarks of Claytor upon being elected. Claytor also said, "From what I know, Alan has a fine team; I intend to keep it and to work with them. Whether we expand or contract what we've got depends on what I find after I study the situation." He told reporters, "I've ridden Amtrak a good deal and I'll be getting around the railroad a good deal." He said that in determining the amount of service Amtrak provides, he will be "primarily concerned with cost effectiveness and need--that is, traffic and traffic potential." Besides being president and chairman of Southern Railway, where he has long been regarded with awe by railfans, Claytor was Secretary of the Navy recently under President Carter, and Carter also appointed him briefly as acting Secretary of Transportation. At present he is a Washington attorney. Secretary Lewis, who along with chairman Hellebrand and Crete Harvey comprised the search committee that selected Claytor, said the decision in favor of Claytor was "unanimous." When reporters asked about the fact that Claytor is not a Republican, implying that he might be at odds with the Administration, Lewis quipped, "There was no Reagan campaign coordinator who was qualified." Lewis also commented that he has not really been critical of Amtrak management, that he understands that they want to protect their system, and that they have clearly identified the reasons for their different budget requests for next fiscal year, centering on the DOT's concern for greater labor productivity and more state funding. But he went on to state his opposition to the CARDINAL and to the $37 million that Rep. Adam Benjamin wants for the Shelbyville line. He stated that personally he thought Amtrak should be mostly Corridor, with a couple of east-west and north-south lines as it now has.

LEGISLATORS START ANEW ON BUDGET; AMTRAK BUDGET STILL UP IN THE AIR

Washington legislators returned from the Memorial Day holiday facing the prospect of starting over again on the federal budget. On June 10 the House approved a Republican budget resolution that included $758 million for Amtrak. This amount is higher than the $735 million originally in the resolution, but which was increased thanks to the work of Rep. Conti. The Senate had also approved its own budget resolution which gives only $735 million for Amtrak. Both figures are much less than the $788 million that Amtrak said it needs. There is a strong possibility that in the joint Senate-House conference, a figures somewhere between these two will be reached as a compromise. If this happens, NARP warned, Amtrak will end up with a capital budget of only $92.5 million, much less than the $250 million it has calculated that it needs in order to purchase needed equipment.

News in this issue is updated thru June 18, 1982.

THE PANIC BOX

The following is a summary of major unusual occurrences on the Amtrak system between March 16 and March 31.

(Number in parentheses after train no. is date train left city of origin.)

DATE	TRAIN	DETAILS
3-16		Three Conrail engines, #3283, 3177 & 3117, derailed at 18th St, Chicago, blocking 3 of 4 tracks. Amtrak trains 41 (15), 49 (15), 317, 321, 352, 365, 351, and 323 (17) delayed 4-19mins. Reopened 2:18am Mar 17.
3-16		The STORM KING #76 delayed 79mins at Albany removing car 187.
3-16		The VALLEY FORGE #42 delayed 1hr by suspension problems in Metroliner 830.
3-16		Food service cars were unavailable on trains 89, 183, 20 (15), 184, 189, and panic boxes were substituted.
3-16		Sale of turkey entree on all Amtrak trains was suspended due to "lack of required palatibility".
3-17		ILLINOIS ZEPHYR #348 annulled, BN derailment at Quincy IL. Psgrs bused Quincy-Galesburg & put on #6 (15) which stopped at Mendota & La Grange Rd. One bus ran Macomb-Chicago. #347 annulled, psgrs put on #5 to Galesburg, then bus to Quincy.
3-17		Special inspection train ran Chicago-Cleveland, & on Mar 18 Cleveland-Orrville-Charlottesville.
3-18		Wildcat strike of 44 engineers on Conrail Metropolitan Region, Hudson Line disrupted service on trains 63, 69, 71, 65, 76, 72 and 68, with trains being combined, or annulled between Croton-Harmon and New York.
3-18		SUNSET LIMITED #1 (17) detoured around Phoenix AZ to avoid gasoline spill 20 ft from main line in Phoenix. No delay; Phoenix psgrs bused to train. Detour was from Picacho to Wellton AZ.
3-18		SF ZEPHYR #6 (18) delayed 65mins by SP frt derailment at Winnemucca NV. #6 operated thru a "house track." #5(17) likewise, with 15mins delay.
3-18		EMPIRE BUILDER #8 (16) hit auto 12mis west of St. Paul, no injuries. Delayed 71mins. Auto drove onto tracks in heavy fog.
3-18		EMPIRE BUILDER delayed 92mins leaving Chicago, car 33015 removed, leaning.
3-17		COAST STARLIGHT psgr fell on stairs of Superliner coach, broke leg (#14).
3-19		CARDINAL #50 (19) detoured Muncie-Hamilton OH on N&W due to Chessie freight derail't 6mis east of Losantville IN; Richmond IN psgrs bused to train. 5".
3-19		SAN JOAQUIN #710 delayed 35" by ATSF engine derailment at Hanford CA.
3-19		Corridor train 284 at Edison kicked up a rail anchor which hit windshield of train 187, injuring fireman. #187 delayed 101mins, #51 held 73mins for connection.
3-19		Corridor train 173 delayed 67" after hitting debris west of Cranston, damaging baggage car 1367, which was removed at New Haven.
3-19		Apparent attempted burglary of Hollywood FL Amtrak station; suspect caught.
3-20		SOUTHWEST LTD #3 detoured on ICG Joliet-Pequot-Streator, missing no stops, with delay of 310mins, after ATSF freight derail't at Plaines IL.
3-20		EMPIRE BUILDER #28 (Portland sec.) held 137mins at Kennewick WA when Columbia River Swing Bridge was out of service.
3-20		SOUTHWEST LTD #3 (19) hit debris & ruptured fuel tank 33mis west of Hutchinson KS, delayed 80mins. ATSF engine 5179 added at La Junta.
3-20		ILLINOIS ZEPHYR #348 left West Quincy 1hr late due to disabled frt ahead.
3-20		MONTREALER #61 (19) delayed 1hr near Market, engine elec. problems.
3-20		COAST STARLIGHT #11(19) delayed 58mins at Mission Tower, L.A., switch failed.
3-20		ILLINOIS ZEPHYR #347 delayed 104mins due to HEP failure in engine 301.

3-21 CRESCENT #20 (21) delayed 69mins, hit car at Powderly AL, one car psgr killed.
3-21 SHAWNEE #392 delayed 171mins at Carbondale & Centralia, HEP probs, unit 318.
3-21 CITY OF NEW ORLEANS #59 (21), psgr had coach end door of car 4728 slammed on her hand, broke two fingers.
3-22 EMPIRE BUILDER #7(21) delayed 45mins, #8(21) 75mins due to BN freight derailment near Harlem MT.
3-22 DESERT WIND #36(22) terminated at Barstow, UP freight derail't at Cima CA. Psgrs bused with 2-hour delay.
3-22 CHESAPEAKE #470 at Lanham MD: woman was killed attempting to save her 5-yr old son who fell on track as they crossed it. Boy had right hand severed. Train terminated and 456 psgrs transferred to #186, delayed 90mins. Six other Amtrak trains and two Conrail locals also delayed.
3-23 SILVER METEOR: SCL freight derailed 22 cars at Ludowici GA & struck work train, derailing 5 of its cars. No. 88(23) detoured Callahan FL-Savannah via SCL Everett Subdiv., gaining 8mins! No. 87 likewise, with no delay.
3-23 NORTH STAR #9(24) delayed 36mins detouring St. Anthony-Hinckley MN via Hoffman Ave. & Division St. after BN frt derail't at Coon Creek MN.
3-23 SILVER STAR #91(22) hit trespasser on trestle at Boynton Beach FL, delayed one hour.
3-23 Philadelphia Orchestra special train ran Phil-NY-Phil.
3-24 DESERT WIND #36(23) delayed 153mins by UP frt derail't at Smelter UT; SF ZEPHYR #6(23) delayed 83mins at Ogden holding for connection.
3-24 SILVER STAR #81(23) hit auto at Sulfur Sprgs FL, two occupants killed. Train delayed 63mins. Crossing protected only by crossbucks.
3-24 HOOSIER STATE #318(24) delayed 64mins by faulty switch, Colehour Jct.
3-24 SAN DIEGAN #579 hit unoccupied van 27mis west of Fullerton, delayed 75".
3-25 EMPIRE BUILDER: BN freight derail't at Rathdrum WA, caused #7(24) & #8(25) to detour Spokane-Sand Point via Third Sub, Spokane Div, losing 2 3/4 hrs.
3-25 MICHIGAN EXECUTIVE #374 hit trespasser in Huron MI, delayed 48mins.
3-25 SILVER METEOR #87(25) delayed by telephoned bomb message at Philadelphia.
3-25 FL-9 engine test train ran Albany-Croton/Harmon-Albany NY.
3-26 STATE HOUSE #301 hit car at Wood River IL, driver killed; delayed 122mins.
3-26 BROADWAY LTD #40 left Chicago 113" late, mech. probs. with engine 300.
3-26 Bomb threat, NY Penn Station, station searched, no delay to trains.
3-28 CITY OF NEW ORLEANS #58(27), engine 258 died at Carbondale, towed by ICG frt to Champaign, terminated and 250 psgrs bused on; delay to psgrs: 2hrs.
3-27 MAPLE LEAF #64(27) delayed 1hr after CR engines hit car between Buffalo & Rochester NY (driver killed).
3-27 SUNSET LTD #2(26) delayed 85" at Lobo TX behind SP disabled freight.
3-29 Corridor train 195 (28) had engine failure of unit 933 24mis east of Philadelphia and diesel 769 sent from Phila to rescue it, but collided with it instead, derailing engine 933 and lead car 20124, destroying cab of 933, but minor damage to 769. Thirty minor injuries, total damage $775,400. 50 Amtrak trains delayed 2-118mins, 16 CR locals annulled & 5 delayed.
3-28 CAPITOL LTD #441(28) had engine failure just east of Rockville MD, delayed 112mins, BROADWAY LTD #41(28) delayed 70mins.
3-28 SAN DIEGAN #574 had engine failure at Del Mar CA; #577 pushed it into siding. #574 delayed 103mins, #577 77mins, #579 30mins.
3-28 PALMETTO #90(28) had engine failure at Quantico VA, delayed 62mins.
3-29 Chicago Symphony special train ran Chicago-Milwaukee-Chicago.
3-29 Corridor train 144 was delayed 115mins behind disabled CR local on Cob Moveable Bridge.
3-29 SF ZEPHYR #6(29) delayed 81mins in Sierra behind snowplow equipment.
3-28 Delray Beach FL station was burglarized during night, $100 was taken.
3-30 SF ZEPHYR #5 left Chicago 96" late; car 32055 diaphragm damaged in yard.
3-30 SILVER METEOR: Received a bomb threat, police searched #87 enroute Trenton to Philadelphia, found nothing.

URBAN-SUBURBAN TRANSIT

THE BUDD COMPANY has filed a complaint with the U.S. government over the New York MTA' s decision to buy 825 new subway cars from the Canadian firm of Bombardier Inc.

GENERAL MOTORS' TRUCK and Coach Division said it will retrofit 942 buses delivered to New York City with better rear door mechanisms, and will install them in over 200 buses still on order, at no cost to New York.

THE SUPREME COURT ruled in early June that Federal courts do not have jurisdiction over local transit labor disputes. Such disputes are to be settled by state laws.

GO TRANSIT FARES in the Toronto area will increase an average of 16% on July 1. On Jun 11 GO Transit opened its new Oakville station officially.

INTERNATIONAL CONFERENCE ON light rail transit held recently in San Diego proved to be a source of much criticism for Vancouver's planned Advanced Light Rapid Transit system. The ALRT, to be built by UTDC of Ontario, uses the untried linear induction motor. "The rest of us are watching in disbelief that Vancouver would buy that technology" said Portland Tri-Met engineer Gerald Fox.

SOUTHERN PACIFIC RAILROAD was ordered in early June to operate commuter train service between Los Angeles and Oxnard, under a state PUC ruling. The PUC had authorized the service two years ago, but the order was on hold pending a state Supreme Court review. The court declined to review the case, and Caltrans asked the PUC to order operations to commence so that the project could get underway before the end of June, the end of the state's fiscal year. The PUC ordered SP to construct commuter stations at the following locations: Camarillo, Moorpark, Simi, Chatsworth, Northridge, Panorama City, Burbank Airport and Burbank. Existing facilties at Oxnard and Glendale will be modified. SP was ordered to start construction work by Jun 15 and complete it by Oct 15. The commuter service could be operating by the end of 1982. Caltrans apparently still plans to use the stored EL CAMINO domeliner for the run. This was used for a short time on the SAN DIEGAN line.

SOUTH SHORE LINE is still scheduled to receive its first delivery of new commuter cars in September, altho some flaws in braking and accelerating have been claimed in tests. In other South Shore news, the line had a substantial, 23.4% ridership drop in April, apparently the result of an experimental fare reduction on the ICG's South Chicago branch, which attracted riders to it and away from the South Shore.

BOSTON'S SUBWAY SYSTEM lowered its fare from 75¢ to 60¢ on May 1 with the acknowledgment that raising it had been "a mistake."

NEW YORK CITY holds public hearings in June on a proposed fare increase from 75¢ to at least $1.00.

NORTH EAST CORRIDOR transit guide is to be published jointly by Amtrak and the Federal RR Administration in a few weeks. The 48-page booklet, in a press run of about 12,000, will carry city maps for larger cities with bus lines near Amtrak stations shown, and for smaller towns some of the transit maps published may be the first time ever. No information on how to obtain the booklet is available yet.

WORLD TRADE CENTER in New York will soon be vacated by the state, which rents considerable space in it. The Center is owned by the Port Authority of New York and New Jersey, and its director has proposed renting space in it to private tenants and using the income to help rehabilitate transit facilities in the city.

NEW YORK CITY is slow in receiving spare parts for its subway cars, forcing it to cannibalize many for needed parts. The process results in a "significant" factor in the system's decline, the city comptroller said last month. Slow delivery from suppliers GE and Westinghouse and slow processing of purchase orders by the MTA result in an average of one year's delay in receiving ordered parts.

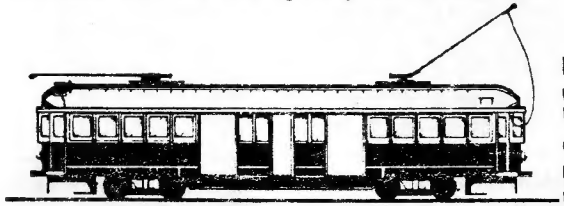
TULSA TRANSIT AUTHORITY in late May decided to take "a serious look" at the feasibility of a light rail system for the Oklahoma city. The Oklahoma Ass'n of RR Passengers complains that lack of Reagan Administration support for mass transit funding reduces employment: many jobs go begging in Oklahoma City area because no transit is available for employees to reach them. (This was also one of the oft-mentioned factors that precipitated the Watts CA riots of the early 1960s.)

WEST SIDE HIGHWAY in NY City should be completely torn down by mid-June. The crumbling highway is supposed to be replaced by the controversial Westway. The new highway may or may not be built, but in the meantime at least, some residents of the city are getting a view of the Hudson River again, and the lack of an elevated highway appears to be leading to an upgrading of the area.

AC TRANSIT DISTRICT in Oakland CA area in late May announced it would lay off 140 employees including bus drivers, in an economy move; a $5 million budget deficit is projected this year. Fares are also to increase, from 50¢ to 60¢ local, children from 25¢ to 40¢.

SAN MATEO COUNTY Transit District in late May agreed to support the plan to extend the Caltrans/SP rail commute line further north to the Ferry Building in San Francisco. There is much political support for the extension, but SP and the San Francisco city government are opposed. (Only three roundtrips per day would run on the extended line.)

SOMERSET BUS COMPANY will go out of business at the end of June, and its runs (according to law) will be taken over by New Jersey Transit. Somerset is a family-owned company that runs buses into New York City from Union, Essex, Middlesex and Somerset Counties of New Jersey, handling about 10,000 riders daily. State subsidies have been keeping the private routes alive for nine years.



1927 AUSTRALIAN STREETCAR begins running on the Seattle waterfront this summer. The "Waterfront Streetcar" will connect the Kingdome Stadium, next to the Amtrak station, with a point near Pier 70, at Broad St. Two streetcars will operate, leaving each end point every 15mins. and running along Alaskan Way. There will be five other stops between the end points. The idea for the streetcar came up about 8 years ago, spawned by Seattle city councilman George Benson.

PORTUGUESE NARROW-GAUGE trolleys between Renaissance Center and Cobo Hall were cut off. Access to SEMTA commuter trains was over an obstacle course of racetrack barriers. Numerous bus lines and auto traffic were disrupted. Occasion: Sunday, June 6 running of a Formula 1 Grand Prix race over 2.59 miles of streets of downtown Detroit.

NEW YORK CITY'S fare increase may be delayed until early in 1983, MTA Chairman Richard Ravitch said Jun 16. The idea is to avoid a fare increase shortly before elections. The 1983 deficit has also been adjusted downward by $82 million.

THE TIBURON FERRY in Marin County CA, the last privately-operated commuter service in the San Francisco area, is losing money and is proposing a fare increase and cutback in service from 7 to 4 trips daily, which are not favored by local officials but which will probably be agreed upon.

ORANGE COUNTY, CALIFORNIA transit officials on May 7 announced a $1 billion rail transit plan, as reported last issue. The plan would probably depend upon passage of a local sales tax increase that could be voted upon as early as June, 1983. Being considered are a starter line 24 miles long and a bigger system of 40 miles length. The system would run basically northwest-southeast, with its hub at the Santa Ana Amtrak station. One line would run Buena Park-Santa Ana and the second would be Anaheim-Irvine.

RAIL CANADA

VIA RAIL CANADA President and Chief Executive Officer J. Frank Roberts announced on June 1 that he will be retiring October 31. Roberts has been in his present position since the company was organized on March 1, 1977. He became Chairman of the Board also on April 1, 1978, when VIA became an autonomous Crown Corporation. In a statement to employees, Roberts said that after 5 years at the helm of VIA he felt that the agency had reached a level of maturity enabling him to step down without jeopardizing the future development of the corporation. He said his most important accomplishment was the preparation of a 5-year business plan due to be submitted to government in July which, if it is accepted, will ensure the future of passenger trains in Canada for the foreseeable future. No further details of the 5-year plan were given, and there was no word of who might succeed Roberts at the helm of VIA.

ONTARIO NORTHLAND RAILWAY advertises its POLAR BEAR EXPRESS in northern U.S. newspapers (see accompanying drawing). Ads read: "Come north to Arctic Tidewater on a rail excursion unique in North America." Six trips a week operate from Jun 26 to Sep 6 (winter schedule is tri-weekly). The ONR's address is 805 Bay St, Toronto. Trains run Cochrane-Moosonee, Ontario.

CANADIAN TRANSPORT COMMISSION on Apr 20 ordered VIA Rail to continue running the Edmonton-Prince Rupert train. The CTC found the train "uneconomic but in the national interest."

NEW LRC TRAINS were being introduced officially in the Quebec-Windsor corridor on June 1, with the implementation of VIA's summer timetable, according to a May 25 announcement. LRC's were already running Montreal-Toronto, and VIA said they will now also run Montreal-Quebec, Montreal-Ottawa, Ottawa-Toronto, Toronto-Windsor and Toronto-Sarnia.

SHERBROOKE-MONTREAL TRAIN is expected to be the subject of a showdown. This medium-sized city and its members of parliament (Liberals) are demanding a one-year "experiment" Dominion Atlantic Railway style. Transport 2000's president Guy Chartrand hopes Quebec province will back the installation of a commuter train for the last miles of the run into Montreal, freeing the Sherbrooke train for a corridor-style run.

CITY OF HAMILTON, Ontario is suing CP Rail for $40 million as a result of the railway's discontinuing the old TH&B line service between Toronto and Buffalo. An old 1894 contract stated that the railway would have to repay the city its loan of $225,000 for construction of the line if passenger service ever should be halted. With interest, the loan would now amount to over $40 million.

CANADIAN NATIONAL RAILWAY went into the red to the tune of about $50 million the first quarter of 1982, the worst performance in its history, after a profit of $70 million in the first quarter of 1981.

CANADIAN RAIL BRIEFS: Train 2, the CANADIAN, was very busy Vancouver-Calgary in early May, reports a reader; sleeping cars sold out, dining car quite good, with full service and three sittings..... Associated Non-Operating Railway Unions, including all VIA's unionized employees, ratified a new 2-year contract at the end of April..... Jasper will lose $10 million in tourist trade this year due to the loss of its transcon train.....

TRAVELING THE NEVADA NORTHERN
by Walt Stringer

To many railfans and travelers, the idea of a weekend excursion on a little-known railroad, in a remote part of the desert, is a lure not to be refused. Great Western Tours of San Francisco originated the imaginative idea of an excursion on the Nevada Northern Railway, and nearly 200 people responded to this "call of the wild." The result was a memorable and unique Memorial Day weekend, and a feather in Great Western's hat, since their own equipment provided the excursion train as well as a well-patronized private car move on Amtrak from Oakland.

Each person has his own story of getting to Ogden or Salt Lake City by 8am Saturday, May 29, and mine began on Amtrak's 5:15am SAN DIEGAN headed north.

The 5:15 am is an enigma to most local rail observers: it leaves so early that few ever see it. I am pleased to report that contrary to some wild ghost train rumors, it is a standard Amfleet set with living passengers--five of them on Friday, May 28, to be exact. F40 engine 221 pulled Amfleet cars 21195, 21265, Amcafe 20041 (open at 5:10am), 21240, and 21258.

We rolled nicely north and I glimpsed some of those early-morning-only sights: a jogger and cyclist at San Elijo Lagoon, surfers bobbing in the placid waves at Moonlight State Beach, a fisherman boarding the vessel "Sea Trek" at Oceanside Marina, and a school of porpoise frolocking in the surf at San Clemente, the breakers illuminated by dawn's first light. I noted that Santa Fe is rebuilding a bridge just north of San Onofre (10mph slow order). As one might expect, the passenger count grew as we neared L.A. and the hour became more reasonable--8 on at Del Mar, 37 at Oceanside, 40 at San Juan, and 45 at Santa Ana, where I detrained.

After a brief hello to the agent and a look at the attractive (if out of the way) depot, I took a hike to Main Street, then an RTD 800 bus to Anaheim, getting off at the main terminus of the "Fun Bus." Fun Bus is a private carrier operating in Southern California, with both charter and regular route service. They have a daily run to Las Vegas with a Neoplan double-deck bus, my main reason for riding. For $29 one way ($49 roundtrip) you get a 5-hour ride via freeways, with free beverages and one or two feature movies, plus a snack to eat.

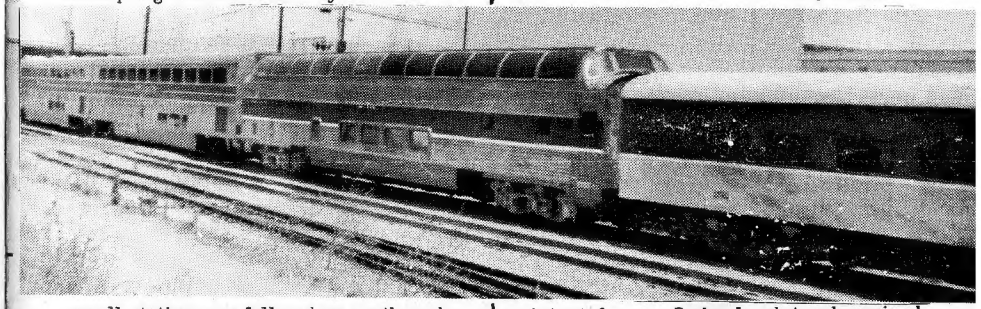
The bus, built in West Germany, cost $250,000, has a 12-cylinder diesel and pushes steadily across the desert, turning many heads in passing cars. I had a front seat in the upper deck and found it an interesting if cramped ride. We saw no trains on Cajon Pass, but observed the hundreds of stored UP EMD locomotives at Yermo and a westbound UP coal drag at Stateline. I didn't see #35, the DESERT WIND as Interstate 15 and the UP separate just below Afton Canyon.

(Above:) Map of the Nevada Northern. (Opposite page:) Three private cars leave Oakland on May 28 on the rear of train 6, the SAN FRANCISCO ZEPHYR, heading for Ogden and the beginning of the NN excursion. Visible are Great Western Tours cars 523 "Donner Pass" (a full-length dome recently purchased at the Auto-Train auction) and 156 "Lake Pepin" diner. Ex-Santa Fe dome contrasts interestingly with Superliner cars ahead; height is about the same. RTN photo.

Doubledeck buses are becoming more commonplace in the U.S.--Gray Line of San Francisco and RTD on the El Monte busway use them--as fuel prices and the need for efficiency in money-tight and competitive times teach us again what the EL CAPITAN and Superliners already have.

The bus reached Vegas on time and I spent the next five hours gawking, gambling and seeing the Helldorado at the Convention Center. At 90 dry degrees, Vegas was o.k.

By 7:15 I was back at the Union Plaza, waiting for #36, the DESERT WIND, and attempting to avoid the lobby casino. The small station was full and an eastbound UP drag pulled up to sit and wait for #36, which came in 12 minutes late with F40 engines 230 & 239 and cars 1133, Hi-level 39920, Superliners 38038 diner, coaches 34046 & 34053, sleeper 32011 and two Hi-level cars for Vegas.



About 200 people detrained, and a maintenance crew got into the sleeper 32011, while the dining steward headed for a telephone, I guess to call for supplies. About 50 boarded the half-full train at 7:50pm, but we didn't leave until 8:09, thanks to the sleeper work. I ended up in Ogden coach 34046 smack in the middle of two UP freight crews deadheading to Milford; needless to say, the conversation was interesting.

At dinner I found several other Nevada Northern-bound travelers, including the Von Nordecks of Let's Travel Tours in Riverside. The DESERT WIND has always had a strange diner situation--I don't think it ever had cooked meals, even when a full Superliner diner was (and is) assigned. The diner was half-lounge and half-diner, with paper tablecloths and tray meals heated upstairs. One of two waiters handed me a beat-up snack bar menu, a piece of paper with "Chicken Sandwich$2.35" written on it, and a preprinted piece of plastic listing a full turkey dinner for $4.75. I elected to have the full dinner, which was served, with plastic utensils, in five minutes and was very tasty. Several people at another table were joking about the momentous decision between chicken and turkey, and one even suggested packing an "Amtrak survival kit" next trip.

Light out in coach came at 9:30, and we stopped for three people at Caliente (depot now an art center, pretty mission-style building) at 10:57. I awoke during the night to look down on the Milford Amshack (all UP crews change here), and awoke again at 6am to find us nearing Ogden at dawn, with the first rays shining on the still snowy Wasatch Mountain peaks.

We pulled into a wye south of town, and a UP hybrid switcher #1217 tied on the rear to pull us backward into Ogden depot for a 6:20am arrival--first train in. The diner had opened at 5:30 for early risers, and the infamous Ogden lunch truck arrived soon after us to set up shop on the platform.

Next in from the north end at 6:30 was the SAN FRANCISCO ZEPHYR, #6, with engines 359 & 331 and cars 1143, 1144, 39927, 32015, 32030, 38002, 33002, 31000 and the private Great Western Tours cars full dome 523 "Donner Pass", 156 diner "Lake Pepin", and open-platform office car 101. The switcher had cut off the DESERT WIND's Chicago coach and sleeper from the rear and set them north, and now it went over to #6 and removed the private cars, then back over to the two Superliners and coupled. About this time the PIONEER rounded the curve from the north, and arrived at 6:43 with engine 204 and cars 2993 "Pine Gorge", Amcafe 20030, Hi-level 39939 and Superliners 31010 and 34079. The switcher and its five cars then dashed over to track one to grab the PIONEER's Chicago coach off the rear, then back over to #6 to couple the 3 Superliners. Then the switcher took the Great Western cars over toa storage track, after wyeing them. The SFZ got out on time, and the local SP Special Agent, having encountered me earlier and been warned about the arriving group of fans, stood by and took in the scene.

From Ogden and Salt Lake, chartered buses took the excursion group to Cobre, Nevada, an interchange between SP and the Nevada Northern (and also NN's north

(continued on page 21)

THOUGHTS ON THE QUALITY OF AMTRAK SERVICE 1982 by Peter Bretz and Jim Russell

RTN's Peter Bretz and Jim Russell talk of their separate experiences of Amtrak on recent trips

Peter Bretz:

From Mar 26 to Apr 7 I completed over 8000 miles of passenger train travel, mostly on Amtrak, including the SUNSET LTD/EAGLE L.A. to Chicago, the ILLINI, BROADWAY LTD, BENJAMIN FRANKLIN, SHORELINER with LRC equipment, LAKE SHORE LTD, LAKE CITIES, and SAN FRANCISCO ZEPHYR/DESERT WIND back to L.A.

How did things go? Things went fairly smoothly. All connections were made and trains ran mostly on time. There were delays in Chicago due to blizzard conditions on Apr 5, but #5 left only an hour or so late. Most roadbeds were in tolerable shape--no real rough spots. I slept like a baby over the BN in Iowa and Nebraska (by the way, the trains now go via Plattsmouth Jct, not Council Bluffs). Track standards are generally up from a few years ago.

The Superliner is the uniform of the day west of Chicago. As Amtrak says, passengers like them, complaints are down, windows are big, etc. But, sleeping in a Superliner coach is much less comfortable than in old Santa Fe Hi-level cars. If your train has a Hi-level (usually coach-dorm), try to arrange to stay there. The ride and seats are superior. The Superliners sway a lot. Still, they do their job when parts are not breaking off, the toilets are functioning (most of the time), and the head-end power doesn't fail. The latter happens frequently. At least once every trip the power stops, sometimes briefly, sometimes longer--maybe for hours. On the SUNSET we were without power from Benson AZ all the way to El Paso--about 5 hours. Fortunately, it wasn't in summer weather.

We were in sleeper on that trip--a typical Superliner sleeper. The trucks at our end banged and clattered for two days until at Dallas a car inspector discovered a broken hanger or brace of some sort into which he forced a piece of wood, fixing the noise. The air conditioning was fine the first night out, the heat turned

(Left:) A trio of onlookers look impressed by the big Superliners as the westbound DESERT WIND makes its stop at Barstow, California. Photo by Peter Bretz.
(Page 13:) Looking for hot boxes. A crewman of the southbound COAST STARLIGHT checks Superliner wheels for overheated journals at Richmond, California. At left is BART station. RTN photo.

on the second night; then the blower quit and the car froze. The electrical outlets worked when they felt like it--depending on how many times the circuit breaker was pushed in.

At the risk of incurring Amtrak's wrath, we have to say it: the Superliner cars are junk! The relatively small annoyances we found are just some of the many things wrong with the cars. The cars seem to have been planned with little thought. In the economy rooms the mirror is on one wall, the light on the other--no way to see oneself in the mirror except in silhouette. The headrest has some room controls built in at one side; but it is the side you lean back on when looking out the window. There is no place to put one's luggage. The seat mechanism takes up most of the space under the seat.

A plethora of little things makes a Superliner one big unreliable shake-rattle-and-roll mess of a car. Will the cars last five years? Maybe just barely, given the deplorable shape of Amtrak maintenance. The corporation continues to pay for work not done or done badly and doesn't do much of anything about it. There are many cases of equipment failures being written up and the problems not corrected. For example, the heat malfunction in car 32056 was written up a number of times on the form 1000 maintenance record. The porter said one of the upstairs room beds would not stay up. The problem had been written in again and again on the form. Sometimes a maintenance base person checked the problem off as corrected, sometimes not. Yet it was still broken after many months and many "corrections."

There are also many good things to say about the Superliners. The higher level is great for viewing. The two seats in an economy room are a great convenience. The windows in the doors mean a feeling of spaciousness. The built-in tables are very handy. The electrical plug (when working) can handle 1500 watts. The large coach windows are wonderful. The Sightseer lounge is the best thing about the train. The dining car is most elegant in its simplicity. The upstairs dining is rivaled only by those short-lived UP dome diners. Anyone who has experienced a

full-course, cooked-on-board dinner in one of these beauties has had a decided thrill in railroading repasts. Lucius Beebe would have been right at home. (Now, all that is gone, barely a year after its inception.)

A good crew can overcome any feelings of discontent with the equipment or lateness of trains or food complaints with a nice, courteous and helpful manner. Official Amtrak policy is that the crew "will be courteous and polite to all passengers at all times." But in the real world we know such is not the case. In Amtrak's earlier years one stood a 75% chance of getting a bad crew, full of nasties. Now, the odds are down to about 30%. That's a major improvement, but no applause.

Interior of LRC coach. Peter Bretz photo.

On almost every train this trip (except Corridor runs) dining car attendants had a case of "put-down-itis". For instance: A call is made on the P.A. that a meal is being served in the diner. People surge in. They have to sit exactly where the waiter tells them or "Don't you know we have lots of people to feed?" (or "a lot to move in and out tonight"). Or if a patron arrives after the first wave has occupied the limited tables available, the patron is told to "Wait over there, I'll call ya." Too many times, the waiter forgets. "Over there" is the other end of the car where the empty tables are located. No, he can't serve us any coffee while we wait; he's too busy. "Can't you see..." "Don't you know..." "I'm working as fast as I can...", etc. Sure, the waiters claim they are overworked. Three men in a full diner, but they have shortened the meal hours, and they do sit around a lot, and so what do most passengers think? After encounters such as these, along with the miserable food choices, the plastic condition of implements and layout, the "plastic" service attitudes, folks just naturally clear out faster than normally. This, despite real improvements recently.

Our trip on the ILLINI seemed not to be Amtrak. This was mainly because of the equipment: ex-CN&W bi-level "400" long-distance cars that were used on C&NW trains in the late sixties. The coaches had reclining seats, even on the upper levels. The lounge was fine, with the bar-snack area at one end of the car half that was the lounge. Upstairs had theater seats and tables; nice. The trainset is operated push-pull. One can stand at the closed and locked end door of the car and get an engineer-eye view ahead.

South from Boston we got some exotic equipment on train 155, the SHORELINER. LRC engine 38 graced the head end, pulling three LRC coaches, mine being #49. The regular cafeteria car was bad-ordered, so an Amcafe substituted. And if one car cannot tilt, the others don't either. In spite of that, I found the LRC coaches much better than Amfleet. The ride was even smoother than the smooth Amfleet ride. I was surprised when my traveling companion clocked us at 95! The cars have wingless seats like Amfleet II. The windows are large, perhaps even larger than Amfleet II. We've always enjoyed the "French" doors (as on the French turbos, which we miss) that these cars have at each end. This train certainly deserved its distinctive name, as did the YANKEE CLIPPER when it was a UA Turbo.

Jim Russell

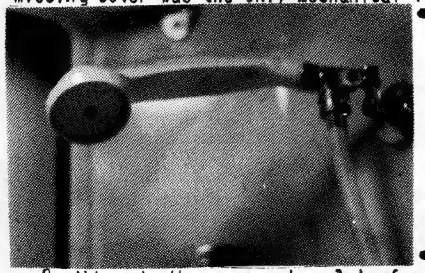
My opinion of the Superliner cars is much higher than Peter's, altho admittedly I have not traveled as many miles in them as he has. When the Superliners first appeared, I was appalled at their riding qualities--lots of vertical jiggles. After their suspension systems were improved, however, the ride changed dramatically. At first I found the Hi-level cars more comfortable; but recent experience, comparing the two kinds on the same train, has been that the Superliners are superior in comfort. This may be the result of car-to-car variation, but in any case I believe it is unwise to make a blanket condemnation of one or the other. I have ridden in a number of Superliner sleepers, and I firmly conclude that they are the quietest and best-riding sleepers on today's rails.

My most recent experience was a short foray into Oregon in late May. There was no great equipment problem with the STARLIGHTS, and what's more I have not yet had the head-end power go off on a Superliner trip. The big problem on this trip was with the crews, especially the one on the northbound run. From top to bottom the crew was rated zero in my book. Altho they did their routine jobs satisfactorily, their manner of relating to the public was so poor that if I were running Amtrak I would not tolerate their level of performance for one minute.

Without exception, the crew members--conductor, brakeman, attendants, dining and lounge crews--behaved as if the passengers weren't there; this was their train run for their convenience, and the passengers were to be ignored as much as possible. Not a person knew how to greet or relate properly to the public. No one had ever heard of the rules of etiquette, evidently. The sleeping car attendant seemed not to notice as we boarded. The dining car attendant didn't return my credit card until asked, and then didn't apologize. The conductor started the whole scene at Oakland with a very hostile spiel to the waiting passengers on the platform. If they were employees of a hotel or restaurant, they would have been fired on the spot.

Perhaps things have changed now that the union contracts have been settled. Perhaps it was a case of one bad egg spoiling the whole batch. I don't know. The southbound crew was somewhat better. The dining car attendant managed to joke with the passengers. "How was the meal?" he asked the group across the aisle. When they said okay, he quipped, "You like my cooking, eh?" The food, incidentally, seemed no worse than the pre-airline variety. The patrons seemed to be enjoying themselves. The real downer in the diner was the crew, however.

Northbound we had a deluxe bedroom; southbound an economy room downstairs. The bedroom had an operating shower, the first we've encountered. It worked very nicely, with adequate hot water. We noticed that the toilet paper cover was missing, so we removed the paper to prevent its being deluged in the shower. The shower control has a bar in front of it to prevent accidental activation. The missing cover was the only mechanical flaw in our rooms.



Shower head in bathroom of deluxe bedroom on the COAST STARLIGHT. Shower has automatic turnoff after a few minutes. To continue shower, the button must be depressed again. Photo by RTN.

Southbound, the crew made a lot of noise in the downstairs vestibule at all hours of day and night, and cigarette smoke kept flooding in under the economy room door. In the future I would avoid the downstairs rooms. Much of the conversation during the night was about our tripping a hotbox detector somewhere north of Klamath Falls. The hot wheel was on our car, and periodic inspections were made, but it was determined that we could proceed safely. At Oakland, where we arrived exactly on time (the case with virtually all stops onthe trip), I believe our car, #32000, was to be removed and replaced.

The new section of STARLIGHT route, thru Sacramento, Marysville and Chico, tho covered mostly in the wee hours, gave the impression of much more population and civilization than the old leg. Much of the track is in excellent shape, and there are also some rough places.

Mixed Train of Thoughts

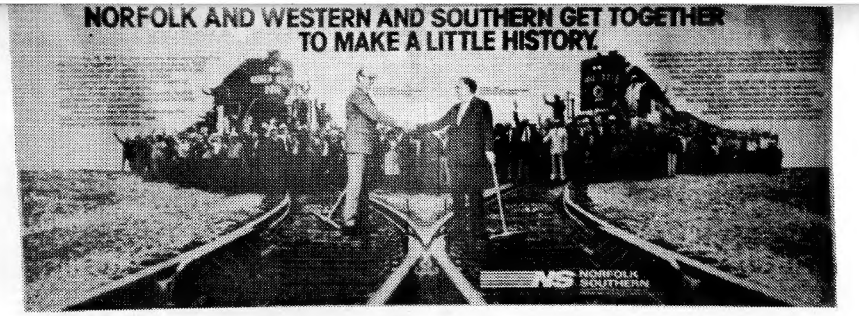
SAN FRANCISCO ZEPHYR westbound derailed at 75-80mph at 3:15am just outside Emerson, in western Iowa, on June 15. A heavy rainstorm had been hitting the Midwest, and 3 or 4 inches of rain had fallen in the two hours before the wreck, swelling normally small Indian Creek into a wide river. Apparently the flood waters undermined the track without severing the rails or the signal connections, and there was no warning that the track would not support the train's weight. (The situation was reminiscent of another Amtrak wreck on BN--that of the EMPIRE BUILDER near Kennewick WA in May, 1979, when track was undermined by flood waters, leaving portions of the train suspended on rails over a chasm with no support under them; see RTN #188 & 192.) The engineer reported that he came around a curve and saw water over the tracks and made an emergency brake application, but the train hit the affected rails, sending the two engines and two baggage cars into the creek on their sides and derailing most of the rest of the 12-car Superliner train, leaving most cars tilted at an angle off the right side of the track. A 19-year old woman from Santa Monica CA drowned in the wreck; she was the first Amtrak passenger fatality since Dec 1976 when a man died from injuries suffered in the derailment of SF ZEPHYR #6 on Dec 16, 1976 near Omaha (one person died as a result of a derailment in 1973, and 11 were killed in the wreck of the CITY OF NEW ORLEANS in 1971). Twenty-seven people were taken to hospitals, and 10 of them were treated and released immediately. Media reports said 150 were injured, but this was incorrect, unless that many had minor bruises. There were 268 people aboard the train. The train's fireman was severely injured, with multiple pelvic fractures. Passengers were bused on to Omaha, about 35 miles from the scene. Eastbound train 6 terminated at Omaha and turned to become #5 and carry passengers on who had been on the derailed train. Riders of #6 were bused on to their destinations. Damage to the Amtrak equipment was estimated at $3 million. The BN reopened the track 26 hours after the accident, and trains 5 & 6 then passed the scene with less than two hours' delay.....

★ ★ ★

NORTHBOUND COAST STARLIGHT at 10:15pm on June 14 hit some debris on the tracks about 5 miles south of Davis CA, which punctured the fuel tanks, severed the air lines and did some damage to the brakes on some of the Superliner cars. The debris was believed to be part of a coupler that fell from a preceding freight train. The train was towed to Davis and held there for inspection, while the 247 passengers aboard were bused on. On the same day, the southbound STARLIGHT struck an auto at a crossing near Salinas CA. One passenger in the car was injured, but there were no injuries on the train, and only minimal damage to the Amtrak equipment. The train continued on its way after a brief delay.....

SPECIAL ROUNDTRIP PROMOTION will be held in the Northeast Corridor during June, July and August. In selected cities from New York to Boston, Amtrak will run newspaper ads with coupons good for a one-dollar return fare when a one-way fare is purchased. The roundtrips eligible are Springfield-NY, Hartford-NY, Providence-NY, Boston-NY, New Haven-Providence and New Haven-Boston. Coupons will be honored from Jun 17 until Sep 30, except on July 4 and Labor Day weekends.

AMTRAK'S ADVERTISING AGENCY, Needham, Harper & Steers, has won a Cleo award for the Amtrak ad series of scenic landscapes viewed thru windows of Amtrak trains. The color ads have run in various magazines, and we have mentioned them here each time a new one has come to our attention. Amtrak said that the Cleo award in advertising is the equivalent of the Oscar or Emmy in other fields.....



THE NORFOLK SOUTHERN is the name of the new merged railroad that combined the Norfolk & Western and the Southern Railway. The merger took place on June 1, and was heralded by giant newspaper ads, one of which is shown here, with a scene patterned after the golden spike ceremony. On the left in the picture is Robert B. Claytor, chairman and chief executive officer of the new corporation, and on the right is Harold H. Hall, president and chief operating officer. The new railroad is the third largest in the U.S. in terms of miles of line. Its 17,860 miles are surpassed only by the Burlington Northern and the CSX (the merged Chessie System and Family Lines). As the NS's ad states, "it has set its sights on becoming the nation's foremost transportation company".....

★ ★ ★

AMTRAK'S SUPERLINER ADVERTISING campaign includes the big newspaper ad shown above. The lower right portion of the ad appears on our back cover. At the left above is an Amtrak color brochure extolling the virtues of the new Superliner cars. (One of three large color photos on the inside pages of the brochure is of the electric piano in the Sightseer lounge; however, Amtrak is planning to remove the pianos from the lounge cars because of "numerous mechanical problems" with them and the lack of resources to keep them repaired. This information came in a letter from Amtrak's Sue Stevens to a reader.).....

NEW MENU ITEM appears in all Amtrak long-distance dining cars effective Jun 1. It's a 10-ounce boneless prime rib of beef, and it comes with a baked potato, tossed salad, appetizer and beverage for $10.95. The popular item has been missing from Amtrak menus since Oct 1, 1981. Amtrak also announced that as of June 1 a thermos jug of coffee will be placed on each breakfast table before patrons are

seated. The price of the coffee will be included with breakfasts served.....

THE MICHIGAN EXECUTIVE has been saved by Rep. Carl Purcell of Michigan by a restructuring of the service for greater economy. The state was going to withdraw the train's subsidy completely, but now the cost-saving procedure will see the morning train originating in Ann Arbor, and in the evening no separate commuter train, but the TWILIGHT LIMITED re-scheduled to depart at 5:25 from Detroit, including a stop at Ypsilanti, but not Chelsea. With a quick equipment turnaround in the morning, the train that arrives at 7:55 in Detroit will leave at 8:30am as the WOLVERINE. This arrangement means that the special set of equipment used for commuters and idle most of the time will not be needed.....

AMERICAN EXPRESS COMPANY sponsored 9-day railroad tours across the U.S., starting in L.A. and NY. Price for the trip was $2295 each double occupancy, including all meals aboard. The tours used private cars on Amtrak trains. The cars were lavishly appointed, and the trip included a private chef for the group. On Sunday, May 23 one of the trains, operated by 20th Century Rail Tours, left Los Angeles on the back of the SUNSET LIMITED. The group was to lay over for two days in Tucson, for two days in New Orleans, and continue on to New York on the CRESCENT. Supper was served upon departure from L.A. and such celebrities as William F. Buckley Jr. were seen boarding. Private cars on the May 23 departure were "City of Cleveland", dome "Silver Kettle", "Flint River", and dome observation "Silver Crescent" (pictured on the cover of RTN #241). In the photo above, by Peter Bretz, the interior of the "City of Cleveland" is shown before departure.....

FRENCH TGV TRAIN photo shown at right appears in the Amtrak exhibit shown at Amtrak Family Days, but mislabelled as "Bullet Trains".....

SPIRIT OF CALIFORNIA extension into San Francisco by means of a Westbay section of the overnight train running on the Peninsula commute line is more likely to come about than we suggested last issue. Caltrans has projected that a net loss of $200,000 would be the worst possible case, which is an amount that Caltrans could afford to subsidize. There is very strong legislative interest in the San Francisco section in the California state legislature, with influential legislator Willie Brown championing it. Amtrak is reported doing its own projections on the service, and has reportedly indicated that it is prepared to implement it immediately if the projections agree with those of Caltrans. Funds for the train are in the Assembly budget, Citizens for Rail California believes the train will be a revenue generator, and its prognosis seems excellent. The SP says it will not oppose the SF portion of the SPIRIT.....

MIAMI-TAMPA SERVICE is "certain" to start before Thanksgiving, NARP reports. It will include a feeder bus Winter Haven to Disney World and Orlando, but the fate of two other feeder buses is "uncertain".....

AMTRAK'S ANNUAL REPORT for 1981, published recently, is shown at left. This is an extremely handsome 30-page booklet, all in color, with a great variety of interesting Amtrak photos.....

THE BROADWAY LIMITED and the CAPITOL LIMITED will continue to serve Ft. Wayne, Indiana. Service on the line thru that city has been saved, reports NARP. Amtrak and Conrail are now negotiating on the type of signal system that will be maintained on the line.....

NORTH COAST HIAWATHA revival is looking more likely; the state of Montana is now exploring with Amtrak the possibility of initiating service on the Southern Montana route as a 403-b run.....

★ ★ ★

VERY HEAVY RAINS the weekend of June 5-6 knocked out much of the rail service in Southern Connecticut. Shore Line trains were running New London-Boston, and passengers being bused New York-New London. Commuter service was operating only west of Stamford. The NIGHT OWL was operating via Springfield. On June 8 the line was restored west of New Haven, but busing continued New London-New Haven. By evening rush hour on June 9, New Haven commuter service was expected to be almost normal. Busing would have to continue, for perhaps two weeks, on the Waterbury line, however.....

AMFLEET II CARS delivered to Amtrak numbered 53 as of June 14: 45 coaches and 8 food service cars, of the complete order of 150 cars. Amtrak said that most of them are operating on the Florida trains, but two food service cars are running on the CAPITOL LIMITED Washington-Pittsburgh. When the two Florida trains are fully outfitted with Amfleet II coaches, the remaining new cars arriving will be assigned to the BROADWAY, CAPITOL LTD, and LAKE SHORE in that order, Amtrak said.....

VIA RAIL CANADA how has nine Amtrak Arrow computer terminals linked to Amtrak's reservations data base in Ft. Washington PA, Amtrak said. All five Amtrak Res-Sales Offices now have VIA reservations hookups.....

CINCINNATI UNION TERMINAL: NARP said that Amtrak is moving away from use of this terminal, and NARP is trying to persuade the company otherwise.....

KLAMATH FALLS-MEDFORD Oregon bus connection run by Idaho Pacific Sales has been discontinued, NARP reported June 18. In addition, the Cascade Trailways interline agreement with Amtrak is about dead, with only the Tacoma-Bremerton connection still operating. The others were cancelled on May 28.....

A NARP SPECIAL run on the CARDINAL is scheduled for July 2 westbound and July 4 eastbound to help promote the train. Tickets still available for all or portions of route. Call NARP Director David Ross at 201-886-1359 24 hours. Amtrak said it has placed newspaper ads in 20 markets on the route of the CARDINAL, giving local fares and schedules. Ads are headed "Discover our new Cardinal virtues".....

EMPIRE BUILDER PORTLAND section will not lose its lounge car, Amtrak said.....

QUOTES OF THE WEEK***

"I am tremendously honored and pleased to be selected to succeed Alan Boyd as President of Amtrak. My personal view is that Amtrak has made tremendous strides under Alan's extraordinarily able leadership and I propose to try to keep those strides moving. I think we can continue to improve our service, we can continue to make our service more cost-effective."

--W. Graham Claytor, Jr., upon election to the presidency of Amtrak, June 10.

SLIP OF THE MONTH CLUB***

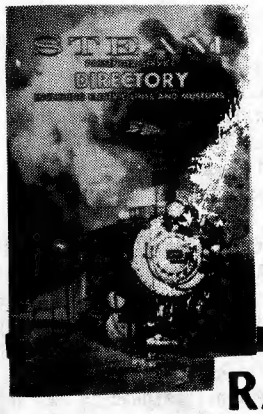
"Weary Zephry survivors finally reach Oakland."

--Headline in Berkeley (CA) Gazette, Jun 17, concerning victims of SAN FRANCISCO ZEPHYR derailment.

(Tired, windblown travelers?)

The Amtrak Act of 1970 which created the National Railroad Passenger Corporation has been amended each year, with the result that anyone attempting to look up features of the law will find that he must search out changes, additions and deletions in various sources and then attempt to put them together--that is, unless he owns a copy of the Amtrak Law as compiled by Robert J. Swan. This neat and convenient spiral-bound 8½x11 volume contains 58 pages plus 30 pages of appendices and sells for $30 postpaid from Robert J. Swan, Box 1866, Long Beach CA 90801. The current Sixth Edition of the volume covers the latest, 1981, revisions to the Amtrak Act. We know of no other such source for convenient reference to the law. The book is indexed by topic and is carefully annotated by the compiler--a great help to the researcher. Highly recommended.

BOOKS



The 1982 edition, the seventeenth annual, of the Steam Passenger Service Directory is now available. This convenient, 176-paged RTN-sized paperback is an illustrated directory listing tourist railroad, trolley and museum operations with regularly scheduled or intermittent passenger service, and includes electric lines. One page is devoted to each line, in alphabetical order. Included are 28 discount coupons for riding many of the lines. Each listing includes a photo of the operation and detailed information on location, equipment, etc. The book is $4.50 by mail from Empire State Railway Museum, Inc., PO Box 666-H, Middletown NY 10940.

RAIL FANTRIPS

Jun 12: Mass. Bay RR Enthusiasts' excursion Boston to NY State thru Hoosac Tunnel. (Info arrived too late for earlier publication.)

Jun 19: Edaville RR's Railfan Day; Jun 20, Old Colony & Newport Rwy. RR Enthusiasts, NY Division. (Info arrived too late for earlier publication.)

Jun 20: East Carolina Limited: Raleigh-Edenton RT behind FP7 diesels on Norfolk Southern Rwy, incl Albemarle Sound Trestle at Mackeys, longest RR trestle in US. E. Carolina Chap, NRHS. (Info arrived too late for earlier publication.)

Canadian escorted tours: 6/26-7/5, Canadian West; 7/17-8/1, Newfoundland Holiday; 8/14-29 & 8/21-9/5, Hudson Bay Holiday; 9/22-10/14 & 9/25-10/17: Fall Color Holiday. Great Western Tours, Sheraton-Palace Hotel, San Francisco CA 94105.

Jul 6, 12, 21, Aug 2, 10, 17, 31: Patio dinner parties at San Juan Capistrano depot. From L.A. on SAN DIEGAN #580, return on 583. $32 ($28 from Fullerton). Pacific RR Society Inc, PO Box 2768, Riverside CA 92516-2768. (714) 684-7458.

Jul 17: Rail-bus trip from Grand Central to Deerfield (bus from New Haven). Meals available at Deerfield Inn; historic 1600's town. $35 plus SASE. Railroad Enthusiasts, NY Div, PO Box 1353, Grand Central Sta, New York NY 10017.

Jul 10: Pine Tree Ltd, Boston MA-Portland ME, MBTA-B&M trip on route of proposed Boston-Maine train service. $25, kids $15. 5 extra-fare options available. Mystic Valley Railway Society Inc, PO Box 32, Mattapan MA 02126.

Southern Steam Specials: newly-restored 2716 loco, Alexandria-Charlottesville VA RT, $29, kid $26. Optional box luncheon $5.50; first class seating $65. VISA or M/C. Southern Steam Specials, PO Box 2716, Gaithersburg MD 20879. Jul 17,18,24,25

Aug 7: Trip to Mystic Seaport; train from Grand Central, lv 7:50am, back 9:40pm. $35 incl admission to seaport and guided tour. RR Enthusiasts, NY Division, PO Box A-1353, Grand Central Station, New York NY 10017.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

CARS & CONSISTS

*SILVER STAR, train 81, Winter Park FL Jun 11: engines 382, 383; cars 1212, 1620, 2440 "Pacific Beach", 2461 "Silver Crag", 2092 "Loch Arkaig", 25015, 25011, 25051, 8520, 3118, 25001, 25046, 25040, 2453 "Cedar Grove."

*ANN RUTLEDGE, train 303, Kansas City May 23: engine 331; cars 21112, 20230, 21122, 21178, private car slpr 2521 deadhead (ex-KCS "Arthur Stilwell" from NYP Sunnyside Yard via Philadelphia and Chicago to Kansas City RR Museum).

*CITY OF NEW ORLEANS, train 59, Chicago Feb 19 (Mardi Gras Special): engines 326, 214, 258; cars 1217, 1161, 2890, 2432, 2834, 4714, 4728, 21879, 20050, 21201, 21157, 21021, 21241, 20143, 21156, 21219, ICG office car 1.

*CAPITOL LIMITED, train 441, McKeesport PA Jun 9: engines 273, 257; cars 1252, 1135, 1268, 2985 "Pine King", 2054, 4714, 4715, 4716, 28004, 28300, Chessie System private car CSC 19.

*EMPIRE BUILDER, train 8, St. Paul May 25: engines 206, 353; cars 31023, 34019, 34069, 38011, 33019, 31039, 32066, 32052, deadhds 34089, 34060, 10602, 8504, 20038.

WRECK OF THE OLD 97

Newly-released booklet documenting the history of this famous tragedy on the Southern Railway in 1903.

Detailed narrative with numerous photos and maps. 40 pages, soft cover. $4.95 pp.

Gregory Publications, Dept. RT
2824 Blairmont Drive, Danville, VA 24540

NEVADA NORTHERN (continued from page 11)

end). Two westbound SP freights howled by--a manifest and a Geneva UT-Pittsburg CA steel coil train.

Our Nevada Northern Special was waiting --with NN SD9 engine 401, Sierra Western coach 511 "Stanislaus", 510 "Tuolumne", lounge 507 "Shasta", NN antique coach #5, and NN baggage #20.

We left Cobre at 11:45 and spent until about 7pm on this unusual train, with photo stops at Shafter (WP crossing), Currie, a curve south of Currie, and Cherry Creek. It's 139 miles of 15-25mph bouncy running from Cobre to East Ely, down a desolate broad valley with grand mountain scenery on both sides. Outside it was chilly and became cloudy, but inside the train there was much fun and fellowship, typical of the rail fraternity. The SD9 with its detailed paint scheme was the star, and coach 20 with its authentic decor was the leading lady of our show. The three ex-SP cars of Great Western's provided a well-maintained touch of modernity, complete with SP murals. The two coaches had been in Ely since last year's NN anniversary celebration, while NN Cars 5 & 20 hold the fort at East Ely, along with a 2-car outfit train, steamer #40 and two RS-3's in kennecott orange paint. On display in Ely are two more steamers and an old private car. The East Ely depot and office are handsome graystone 2-story affairs, while the freight house and shop are about as "real" as one could ever expect on any railroad.

The group spent the night in Ely at various hotels, and several bus fans found the local Nevada "stagecoaches" to their liking. Sunday morning we rode to Ruth (above and west of Ely; the line now bypasses the town) and saw the pit mine, then to McGill and the smelter (plus an orange Baldwin loco). We didn't use the high line to the upper smelter, but saw the catenary for the little electric which runs there. Our train, powered by RS3 loco #9, gurgled back into East Ely at about 12:45, and the hungry fans descended upon the lunch table. There was time to walk the shop floor and see RS3 #5, as well as thank Chuck, Dick and Henry of Great Western Tours for the excellent organization of this difficult trip.

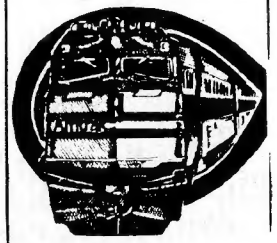
Returning to Salt Lake and Ogden on the buses, we saw two westbound WP hotshot freights near the Lake, and two UP's on the Milford main (not the Provo Subdivision) west of town. There was much discussion about the upcoming UP 3985 romp in Idaho and Utah in late June. The group disbanded by rail, bus and air, with the private cars from Ogden going onto train 5 that evening.

If you're ever driving US 50 or 93 across eastern Nevada, you'll come across the Nevada Northern and see what our lucky group saw on Memorial Day weekend 1982.

THE THIRD ANNUAL GREAT OCCASIONAL, ALMOST TRANSCONTINENTAL CANADIAN CHOO-CHOO CAPER

Leaves Aug. 3 for a Fabulous Fun-Filled Train
Ride Across Canada and 11 Nights in the Finest Hotels
Seattle - Vancouver - Calgary - Ottawa - Toronto
Round Trip Boat Ride on the Princess
Marguerite Seattle to Victoria, B.C., Visit to
Buschardt Gardens, All-Day Bus Tour of Banff
Area and Many Other Extras
Bedrooms, Roomettes, Sections on VIA Rail Train 2
Join Tour Fort Worth/Dallas, St. Louis,
Chicago or Seattle
For Details, Brochures, Reservations, Call:
DAVID TIPTON, 817/737-5325
Or Write:
Tipton Train Tours, 4113 Eldridge, Fort Worth, TX 76107

RAIL TRAVEL NEWS 80¢



train of the year

YOUR AD COULD APPEAR
in this location at a very low cost--only $1.25 per square inch (length times width in inches times $1.25).

EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

DELAWARE VALLEY RAILS, the complete railroad and rail transit guide to the Philadelphia region. $11.50 (Pennsylvanians, add 69¢ tax). $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090.

RAILROAD UNIFORM BUTTONS. Send $2.00 for three samples and list. Joseph Lajoie, 22 Stevens, Box 3, Methuen, Mass. 01844. See us at Mile High Railfair on July 17 & 18 at Jefferson County Fairgrounds, Golden, Colorado. For more information, write NRHS, P.O. Box 5181, Denver, Colorado 80217.

An independent NARP REGION 9 ASSOCIATION was organized May 11. All Region 9 NARP members are automatically members of new association. If interested in office, committee work, or in planning general membership meeting for October, contact Alfred E. Ehm, 170 Carousel Drive, San Antonio, TX 78227.

Relive the grand days of the interurban by ordering your copy of The Green Line: The Story of the Cleveland, Southwestern and Columbus Railway. This newly released book on Ohio's premier traction line contains 104 pages, over 200 pictures, maps and timetables. Order from Ohio Interurban Memories, 8395 Evangeline Drive, Worthington, Ohio 43085. $14.95 postpaid.

WANTED: Railroad-produced Amtrak timetables. Santa Fe Los Angeles to San Diego cards (71-72), Welcome Aboard Chicago to Houston 11-14-71 & 6-11-72, GM&O 9-27-71, MP 5-1-71 mimeo sheet, & UP 11-14-71. Top prices paid. William L. Staiger, 4229-A King George Drive, Harrisburg, PA 17109.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

AMTRAK RIDERSHIP FIGURES

MAR 1982 FIGURES--SECOND COLUMN IS % INCREASE/(DECREASE) OVER 1981

METROLINERS	98,896	(10.6)
NORTHEAST CORRIDOR CONVENTIONAL	501,642	2.3
PHIL-NEW HAVEN-SPRINGFIELD	17,628	(37.4)
NEW YORK-PHILADELPHIA	176,768	(4.1)
PHILADELPHIA-HARRISBURG	74,873	(7.7)
NEW YORK-HARRISBURG	29,149	8.6
TOTAL NORTHEAST CORRIDOR	898,956	(2.4)
NEW YORK-NIAGARA FALLS	62,191	3.4
CHICAGO-ST.LOUIS	20,317	(16.6)
CHICAGO-MILWAUKEE	10,690	(56.3)
CHICAGO-DETROIT/TOLEDO	31,761	(17.4)
CHICAGO-CARBONDALE	14,035	(12.5)
CHICAGO-QUINCY	6,285	(16.2)
LOS ANGELES-SAN DIEGO	96,092	4.7
SEATTLE-EUGENE	5,372	(30.6)
VANCOUVER-SEATTLE		(100.0)
WASHINGTON-CINCINNATI		(100.0)
WASHINGTON-MARTINSBURG	21,846	(7.3)
OAKLAND-BAKERSFIELD	11,986	8.0
NEW YORK-MONTREAL	4,301	(2.8)
CHICAGO-PORT HURON	8,015	(13.1)
CHICAGO-DUBUQUE		(100.0)
CHICAGO-DULUTH	3,682	(48.2)
CHICAGO-VALPARAISO	25,477	28.1
CHICAGO-INDIANAPOLIS	4,446	(39.2)
CHICAGO-PEORIA		(100.0)
CHICAGO-KANSAS CITY	8,688	(13.6)
PHILADELPHIA-PITTSBURGH	8,411	39.1
PORTLAND-EUGENE		(100.0)
LOS ANGELES-SACRAMENTO	5,890	.0
TOTAL SHORT DISTANCE	349,485	(12.5)
WASHINGTON-MONTREAL	10,098	(18.5)
NEW YORK-FLORIDA	68,473	1.2
CHICAGO-NEW YORK/WASHINGTON	21,576	(1.9)
CHICAGO-CINCINNATI-WASHINGTON	8,266	(22.5)
CHICAGO-SEATTLE (N)	27,686	21.2
CHICAGO-SAN FRANCISCO	28,686	(15.4)
CHICAGO-LOS ANGELES	18,628	(22.7)
CHICAGO-NEW ORLEANS	17,767	3.4
CHICAGO-TEXAS	7,353	(52.7)
LOS ANGELES-NEW ORLEANS	6,051	(23.8)
LOS ANGELES-SEATTLE	31,102	(31.0)
CHICAGO-NEW YORK/BOSTON	26,209	(5.7)
BOSTON-NEWPORT NEWS	6,000	(2.4)
NEW YORK-SAVANNAH	13,732	28.7
SEATTLE-SALT LAKE CTY/CHI	12,403	(19.6)
NEW YORK-NEW ORLEANS	24,002	10.5
LOS ANGELES/OGDEN-CHI	9,336	(13.4)
TOTAL LONG DISTANCE	337,368	(9.3)

Here are the latest Amtrak ridership figures, for March. The Feb figures appeared last issue.

Total systemwide ridership in March was 1,595,433--down 6.4% from Mar 1981. Special train ridership in Mar was 9,624--down 18.9% from 1981.

Ridership was down pretty uniformly in all categories in the month of March. The NE Corridor had the best showing, being down 2.4% after being up 2.1% the previous month.

The routes that Amtrak was forced to discontinue last fall contributed 30,002 riders in Mar 1981. If those routes had still been in operation this March, RTN calculates, systemwide ridership would have been down only 4.6%, instead of 6.4%. In other words, the discontinued routes accounted for about 27.5% of Amtrak's loss of patronage in this recession month of March. (The recession officially began last July.)